

PUBLIC MEETING #4 SUMMARY

Collin County Outer Loop Study US 75 to Rockwall County

October 25, 2005
McClendon Elementary School
601 FM 1138 N
Nevada, Texas 75173

Prepared for:
Collin County



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1. Setting

Due to the anticipated population growth in Collin County, future transportation corridors, including the Collin County Outer Loop, are currently being planned. Collin County officials have approved a study to develop and evaluate potential corridor and alignment alternatives. The future Collin County Outer Loop Study's boundaries are from U.S. 75 east, then south, around Lake Lavon, to the Rockwall County line. This project ties into the section of the proposed Collin County Outer Loop, west of U.S. 75, which has been under study for a few years.

On Tuesday, October 25, 2005, the fourth Open House/Public Meeting for the Collin County Outer Loop Study (east of U.S. 75) was held at McClendon Elementary School, 601 FM 1138 Nevada, Texas, in the school's cafeteria. The "open house" began at 6:30 P.M., followed by a technical presentation at 7:00 P.M.

Postcards announcing this Open House/Public Meeting and an Open House/Public Meeting scheduled for November 1, 2005 in Farmersville, with the same information, were mailed to individuals who had asked to be added to the project mailing list or who signed in at one of the previous Public Meetings. A letter of invitation, signed by Mr. Ruben Delgado, Collin County Director of Engineering, was sent to elected/public officials.

A display advertisement announcing this Open House/Public Meeting and the Open House/Public Meeting in Farmersville was prepared in both English and Spanish by HNTB Corporation. The Collin County Public Information Office placed the advertisements in the following publications: *Dallas Morning News*-Collin County edition (October 22 and 25, 2005), *Wylie News* (October 19 and 26, 2005), *Farmersville Times* (October 20, 2005), and *Al Dia* (October 21 and 25, 2005). In addition, a press release announcing both Open House/Public Meetings was prepared and distributed to area news media organizations.

The objective of this meeting was to provide information about the second phase of the Collin County Outer Loop Study from U.S. 75 east then south around Lake Lavon to the Rockwall County line, and to allow citizens the opportunity to provide input into the proposed corridor and alignment alternatives.



2. Attendance

A sign-in table was located at the meeting entrance for people to register and obtain handouts. They were encouraged to provide their input by completing the comment form and questionnaire.

The first attendee arrived at 5:58 p.m. Forty-seven (47) local citizens and four (4) elected/public officials attended and signed in. The following Collin County and consulting firm representatives also attended:

<u>Name</u>	<u>Agency/Firm</u>
Hon. Jerry Hoagland	Collin County Commissioner
Ruben Delgado	Director of Engineering, Collin County
Angie Stoddard	HNTB Corporation
Rusty Ozmer	HNTB Corporation
Scott English	HNTB Corporation
Janeen Smith	HNTB Corporation
Sam Lopez	HNTB Corporation

The following elected/public officials also attended and were introduced at the meeting:

Hon. Christy Schell	Mayor	Nevada, TX
Hon. Evelyn Webb	City Councilmember	Lavon, TX
Hon. Michael Homes	City Councilmember	Josephine, TX

Attendees had the option of returning comment forms and questionnaires the evening of the meeting or taking the forms home to complete and return. Three (3) comment forms and eight (8) questionnaires were handed in the night of the meeting.



3. Meeting Details

3.1 4:35-6:00 PM – Meeting Set-up

HNTB arrived at the meeting location to set up for the meeting. The first meeting attendee arrived at 5:58P.M.

3.2 6:30-7:00 PM – Exhibit Viewing

A registration table was set-up just inside the doorway entrance of the cafeteria. As meeting attendees entered the room, they were given handouts and encouraged to sign-in. The documents included: an agenda, a copy of the PowerPoint presentation, a comment form, a questionnaire and a project newsletter. The newsletter was printed in English and Spanish.

Once signed-in, meeting attendees could then view the displayed exhibits for the Collin County Outer Loop Study. Exhibits consisted of a project study area map, an environmental constraints map, a Study Timetable, a Public Involvement Process exhibit board, a Contact Information exhibit board, U.S. 75 to S.H. 121 technically preferred alignment map, S.H. 121 to U.S. 380 alternative alignments and corridors map, and U.S. 380 to Rockwall County alternative alignment and corridors map. Two stations were set up for attendees to view and draw additional alignments/corridors or write comments. Representatives from Collin County and HNTB Corporation answered questions and assisted the public with interpretation of the exhibits.

3.3 7:00-8:00 PM – Presentation

Collin County Commissioner Jerry Hoagland began the meeting by explaining that when he first started back in 1980, Collin County's population was approximately 144,000 persons and today it is approximately 700,000 persons. With the growth that Collin County is experiencing, Collin County is projected to have the same population as Dallas County between the year 2023 and 2043. With this anticipated growth, we will have to provide additional roads. Commissioner Hoagland emphasized that this is a huge endeavor, with a huge route: he says, we have all this land and by the time it's built, Collin County will be the size of the state of Massachusetts.

Commissioner Hoagland introduced Angie Stoddard, HNTB Corporation, to present the technical overview. Following her presentation, there would be an opportunity for questions and comments. He emphasized the significance of public participation in the process.

Angie Stoddard presented the project's objective which is to identify a corridor to accommodate the long-range transportation needs of the region. The study process, which includes public involvement, data collection, develop/evaluate alternative corridors, develop/evaluate alternative alignments, and preparation of a final report, was presented.



Each of the corridors and alignments will be evaluated on enhanced mobility/safety, engineering feasibility, cost effectiveness, and minimal environmental impacts. This project began in the Fall 2004 with data collection and is scheduled to be finished in the late Winter 2006 with the completion of a final report. Ms. Stoddard presented the analysis to date on the three sections of the corridor: Rockwall County to U.S. 380, U.S. 380 to S.H. 121, and S.H. 121 to U.S. 75.

Two corridors (east of Nevada and west of Nevada) were identified for the section between Rockwall County and U.S. 380. Preliminary analysis has determined that there are more constraints in the corridor west of Nevada (including subdivisions and creeks), than east of Nevada; therefore, the study team has begun to focus their detailed alignment analysis on the corridor east of Nevada.

Three alternative corridors (North of Blue Ridge, South of Blue Ridge, and North of Lake Lavon, have been developed for the section between U.S. 380 and S.H. 121. The corridor north of Lake Lavon has significantly more natural resource impacts (creeks and floodplains) than the other two corridors. Based on comments from previous Public Meetings, the corridor north of Lake Lavon received the least public support. Therefore, preliminary alternative alignments have been developed for the corridors North of Blue Ridge and South of Blue Ridge.

The analysis of the S.H. 121 to U.S. 75 section has been expedited due to the aggressive population growth in that section. Preliminary analysis of the S.H. 121 to U.S. 75 alignments, along with comments received at the first Public Meeting, has determined that the northern most alignment (which ties into CR 366 and is adjacent to the TxU easement) is the technically preferred alignment, pending further study. Information regarding public involvement was provided. Attendees were invited to view the preliminary alternative alignments map and draw alternative alignments and write comments.

Angie Stoddard then opened the meeting for public comments and questions.

3.4 Summary of Written Comments

Three (3) written comments were submitted at the public meeting. Eight (8) completed questionnaires were turned in the night of the public meeting.

1. Too close to Hill Side Estates
2. Put the loop on the North Corridor of U.S 380 and S.H.121. Thank you for taking the alignment off my land. (Dixon Glaze) – Green alignment. Wallis Airhart (my Dad's land)-TX Ag. Agency Heritage Farm # 1, France Airhart-TX Ag. Agency Heritage Farm #2, CT Airhart–TX Ag. Agency Heritage Farm # 3. Robert Airhart, Sally Mae Parker-Part of TX Ag Agency Heritage Farm #3. The TX Ag. Agency Heritage



Farm is the most far west alignment. On TX Ag. Agency Heritage Farm #1 - documented rare habitat by Bill Eisten of Nature Conservancy WETLNAD-natural. Chinquapin Oak native forest, Do Not Divide This Warbler Habitat! Earliest pioneer settlement area of Collin Co. from Red River along Brinlee Creek and Sister Grove Creek with ancestor of above families.. Featured in Collin County Families Vol.1 and 2. Please do not divide our community of Valdasta. P.S. The noise from this road would make my peacocks scream! Please keep the loop off the south corridor U.S. 380 to S.H. 121.

3. 1. U.S. 380-S.H. 121: North and East of Blue Ridge avoids wetlands, residences, and floodplain and brings more territory inside loop deferring the need for the next one.
2. U.S. 380 - Rockwall: Consider East of Royse City – Shorter and fewer homes.
3. Build Passenger Rail instead.
4. U.S. 380-S.H. 121: If built SW of Blue Ridge – follow TXU 345 KV. Line
5. Refer to record in PUC Hearing regarding Historic and Environmental Constraints. Hearing on 345 KV Power line Route Area West and South from Valdasta.
6. At the last meeting, Jaynes said that ROW donations would affect routing- that is not referenced in consultant talk.
7. Stay away from TTC. It is designated for long haul not local service. Completely inappropriate for designed use.

The following written comments were provided on the “Alternative Corridor and Alignments” exhibits during the Open House and Public Meeting:

FROM U.S. 75 to S.H. 121

- A Pecan Grove was identified south of CR366
- Move Highland Cemetery parcel (sliver) east adjacent to Cemetery Highland
- Change text on James Luscombe parcel to read Martha Jones and vice versa

FROM S.H. 121 to U.S. 380

General Comments

- Place alignment along TXU Lines Southwest of Blue Ridge
- Brinlee Cemetery identified north of FM 545 and west of Stony Point

North of Blue Ridge Corridor

Teal Alignment (north of Blue Ridge, top)

- No comments

Maroon Alignment (north of Blue Ridge, middle)



- New and future homes identified between CR 505 and CR 577

Blue Alignment (north of Blue Ridge, bottom)

- New and future homes identified between CR 505 and CR 577

South of Blue Ridge

General Comments

- Please keep to TxU 345 KV line, if you have to go Southwest of Blue Ridge

Purple Alignment (south of Blue Ridge, top)

- No comments

Peach Alignment (south of Blue Ridge, middle)

- No comments

Green Alignment (south of Blue Ridge, middle)

- No comments

Pink Alignment (south of Blue Ridge, bottom)

- 2 Texas Agriculture Agency Heritage Farms identified near the intersection of CR 1827/Sister Grove Creek and CR 501
- Wallace Airhart property – Do not put it here. Former county agent's land who knew not to channelize and kept native wetland intact. Special habitat.
- Brinlee Cemetery identified northwest of Stoney Point Cemetery Association.

FROM U.S. 380 to ROCKWALL COUNTY

General Comments

- Suggested alternative alignment drawn in at CR 1040 to CR 590 connecting the two main alternatives

Light Blue Alignment (North of CR 649)

- No comments

Red Alignment (west of FM 547)

- Boyce Creek Estates subdivision identified as under construction at the intersection of CR 645/CR 646
- House identified immediately south of CR 646
- Too close to Hillside Estates subdivision
- Suggested alternative alignment drawn to the east from CR 643 to CR 596 as an "S-curve" to create separation from Tower Estates and Hillside Estates subdivisions



Green Alignment (south of CR 590)

- No comments

Blue Alignment (south of FM 1778)

- No comments

Gold Alignment (south of FM 6)

- No comments

Purple Alignment (east of FM 547)

- Identify homes in area to see if less than 3 years old (along CR 596)

3.5 Summary of Verbal Comments

The following comments/questions were expressed during the Public Meeting:

Citizen: Has the corridor west of Nevada been eliminated?

Yes.

Citizen: When will the County Commissioner's vote on a preferred alignment?

Winter 2006.

Citizen: In regard to eminent domain, have you given any thought and/or notice to the individual homeowners that will be affected?

Currently, the project is in the early planning stages and eminent domain is not associated with the current project phase.

Citizen: Will eminent domain be a consideration in the future?

Yes.

Citizen: What is your timeframe for constructing the project?

The project will be constructed in several phases of construction and broken out into different segments. Currently, it appears that the section between Anna and Melissa (US 75 to SH 121) has the most urgent need based on development and traffic projections. The project may initially be constructed as a 2-lane road, then expanded to a 4-lane road, and will progress as the traffic projections grow with development.

Citizen: At the last meeting, there was some discussion of moving the Outer Loop into Hunt County. Has this been evaluated?

The preference is to keep the Outer Loop in Collin County. If the Outer Loop goes into Hunt County, then Collin County would have no control.

Citizen: How wide are the alignments?

500 feet.



Citizen: What type of financing tools will you implement for the Outer Loop?

The financing tools for the project have not yet been determined. There is a chance that the project may become part of the Trans Texas Corridor (TTC). If the project became part of the TTC, then the financing tools would be initiated by the Governor.

Citizen: How many lanes will the project consist of?

The project may initially be constructed as a 2-lane road, then expanded to a 4-lane road, and will progress as the traffic projections grow with development.

Citizen: What about a connection to SH 78?

The Outer Loop has evaluated interchange locations throughout the project corridor and has identified a major interchange at SH 78.

Citizen: If the Outer Loop is constructed in conjunction with TTC, will access to/from the facility be restricted?

Unknown.

Citizen: If the Outer Loop is constructed in conjunction with TTC, how does this affect the project timeline and financing?

The project timeline could be 10-15 years. The financing depends on the Governor's initiative.

Citizen: Is the construction of PGBT a good example to follow for the Outer Loop?

Yes.

Citizen: If the Outer Loop is close to my home, will I be taken?

If the alignment crosses your property and impacts your home, then your home may be acquired.

Citizen: In regard to the preferred alignment location, does the topography or the traffic control?

Both topography and traffic play a significant role in the determination of the preferred alignment.

Citizen: Will there be an Outer Loop in Rockwall County?

Yes, recently another consulting firm has been tasked with completing the Rockwall County Outer Loop Study.

Citizen: Who determines whether or not the preferred alignment gets approved?

Collin County Commissioner's Court.



Citizen: Do you have the authority to force Rockwall County to tie into Collin County at a particular location?

No, we cannot. Collin County will coordinate the study efforts with Rockwall County and the exact tie-in location will have to be favorable for both counties.

Citizen: Will the Outer Loop continue into Kaufman County?

Yes, the Outer Loop will eventually circle around both Dallas and Fort Worth.



4. Handouts from The Public Meeting

- 4.1 Agenda**
- 4.2 PowerPoint presentation**
- 4.3 Questionnaire**
- 4.4 Comment Form**
- 4.5 Project Newsletter**